



The Blurb



*Newsletter of The Phil-Mont Mobile Radio Club
66 Years of Public Service, 1949 to 2015*

Volume 66 Number 11

www.phil-mont.org

November 2015

***The Board meets on November 5th, The General Membership Meeting
Is on the 12th***



Please join our Family and Friends in celebrating the life of Bryan Hoch
Friday, November 6th

At the Philadelphia Navy Yard
Building 543
Awd Bath

5:30 : 7:00 - Mingle and Music Reception
7:00 : 8:30 - Family and Friends Service

Have a beer and share a story as we remember a life well lived.
Dress is casual.

5000 South Broad Street
B543
Enter the main gate at Navy Yard
Right on flagship drive just past the dry dock

**November and it's Old Timer's Night, Veteran's Day, Thanksgiving, and an
Extra Hour in your day! (Set clocks back Nov 1)**

Bob Thomas sent a pair of splendid articles - see page 5

If you're interested in a Club Jacket contact Jim, N3SHM who is researching this
project and taking a count. n3shm@arrl.net Count me in Jim! -ed

<i>The Blurb</i> is published monthly by and for the members of The PHIL-MONT MOBILE RADIO CLUB, Inc., whose purpose is to promote Amateur Radio in general, and Mobile Radio in particular. Copying and quoting is permitted with a credit line. We gladly exchange publications with other amateur radio clubs. Requests should be sent to the Editor: Rick DeVigiliis ND3B@ARRL.net Subscriptions are available to non-members for \$12, addressed to the Treasurer. Labels and mailing: KB3IV Submissions deadline: All copy must be in the hands of the Editor by the 20th of the previous month.		Directors: N3QV(15) W3RM(15) K3HWG(15) WA3KIO(16) KB2ERL(16) ND3B(16) W3STW(A)	Contact Phil-Mont: P.O. Box 404 Warminster, PA 18974 http://www.phil-mont.org Website: Eric N3QV & Andrew KC2PMW For club information: Contact any club officer, or the repeaters listed below. Address or club directory changes and articles for the membership e-mail list should be sent to: KB3IV
		Sunday Morning Net Schedules • 2 Meter/ 70cm Net..... at 0930L on W3QV repeater • 10-on-10 Net at 1000L 28.393 MHz USB (±QRM) • 75 meter Net at 1020L 3.993 MHz LSB • ARES at 2100L on the W3QV repeater	
Committees Blurb folding: KB3IV & N3GLU Directory: KB3IV Field Day: KC2PMW Fusion Coord: NC3U	Internet: N3QV & KC2PMW Membership: K3HWG Net Control: KB3IV	Program: W3AOK Publicity: W3RM Refreshments: W3AOK Repeater: W3AOK	Scholarship: W3RM Sunshine: N3GLU VE Program: NS3K Welcome: N3UBY Youth: KC2PMW

All visitors are welcome!

The club meets at 7:00 PM on the *second* non-holiday Wednesday each month except July and August at Giant Supermarket, 315 York Rd, Willow Grove, PA
 Maps and directions are available at www.phil-mont.org.

License Examinations are held on the fourth **non-holiday Thursday** each month at **Community Ambulance Association, 1414 E. Butler Pike, Ambler PA 19002**
 Registration begins at 7:00 P.M. Applicants should contact Jim McCloskey NS3K at 215-275-2979 or jmccloskey@msn.com for the latest information.

Club Stations W3QV/R: The Jim Spencer Memorial Repeater System
 Ridge & Port Royal Avenues, Philadelphia, PA **Trustee: W3RM**
147.03 MHz + PL 91.5 Hz 444.80 MHz + PL 186.2 Hz
 Reach us on EchoLink through W3QV-R
W3AA Trustee: WU3I
W3EM: Field Day/special event station Trustee: N3QV

The Officers

President: WA3GM Greg Malone wa3gm@yahoo.com
Vice President: W3AOK Bill Popovic w3aok@verizon.net
Treas: KB3IV Ed Masarsky kb3iv@comcast.net
Secretary: WU3I Steve Hoch wu3i@arrl.net

The Prez Sez ...



Hello Philmont

Well October is just about over and Thanksgiving is just around the corner.

I apologize for not attending the October meeting but we were in Florida for that week. The WX was beautiful as you can see by the attached picture. (pg. 5) A great sight to wake up to in the morning.

We were scheduled for the Auto Train but our first leg of the trip was cancelled due to the flooding in South Carolina from the hurricane. Part of the tracks were washed out and it took about a week to make the necessary repairs. We ended up driving down only to find out that I95 was closed for approximately 120 miles in South Carolina so we were detoured about 130 miles around I95 before we could get back on and continue South. A long ride but we finally made it. Thankfully the Auto Train was running on the way back so the ride home was very relaxing. I am a big fan of the auto train.

I would like to thank Steve WU3I for his presentation in October of the History of the Rooster net. I am told it was a great presentation and I thank him for that. The Roosters are a great group of hams who meet on 3.990 every morning between the hours of 6:00 AM and 8:30 AM with the Pre Net starting around 5:00 AM at least for this rooster. Others get up earlier. All you need are 20 check ins between the hours of 6 & 7 AM in a 90 day period and you too can be a Rooster. Many Phil-Monter's are Roosters to include Yours truly WA3GM (also Rooster of the Year) Steve WU3I (also rooster of the year.) Ed KB3IV, Jack K3CHR, Sam K3GBA, Ron K3RON, Jim N3SHM, Sal NC3U, Jim N0VVV, Jim WA3QED LaMonte KC3CIV and our Chief Rooster & Phil-Monter Mike WB3EQW ...here may be more and sorry if I did not mention you ...

Keep in mind that Old Timers Night will be coming up in November. If you are in touch with an Old Phil-Monter that you don't usually see at a meeting or hear on the repeater try to entice them to come to Old Timers Night as it would be great to see them.

Bring a friend if you can as all are welcome to attend.

It is also that time of the year again for **ELECTION of OFFICERS** and board members. Al W3STW is the Chairman of the Nominating Committee. Please let Al know if you would like to run for office or would like to be on the committee. You must be a member in good standing and a Phil-Mont member for at least one year. Elections will be held at our Annual meeting which is the December meeting.

Coming up in January will be our Annual Auction. This is always a fun event. Check your shack for boat anchors and other items you don't need and bring them to the auction. Let our auctioneer sell your wares and you will be helping Phil-Mont in the process. Just a reminder the auction **WILL NOT** be at the GIANT in Willow Grove. We will continue to hold our auction at the Roxboro Memorial Hospital as we have done so for many many years.

Congratulations to Lamonte KC3CIV on receiving his **EXTRA TICKET** at our last testing session. Good Job Lamonte.

If anyone has any suggestions for a speaker or would like to speak at one of our meetings please let any of the club officers or board members know. Your input is vital and we welcome all suggestions.

Don't forget to sign up for the Phil-Mont Yahoo Group. This is a good way to share ideas amongst the membership. Sal NC3U is the moderator the group. For more info and to join the group contact Sal.

Thank you for your support.

See you all at the next meeting.

73, Greg WA3GM



***Thursday evening VE session
is on the 19th this month.***

As always, many thanks to our VE team!

Phil-Mont Birthdays & Tidbytes

November BIRTHDAYS

05 Al Tribble - W3STW

14 Bill Nichelson - W3KOC

15 Edythe Victor (XYL WA2DTW)

19 Brad Swanson - N3GLH

Bob Fort, Jr - KB3SFY

22 Bill Popovic - W3AOK

23 Ted Hassell - KB3HAQ

24 Delores Policarpo (XYL N3PP)

27 Mel Toren - N2MT

Ron Wenig - NY3J

29 Bob Nicotero - KB2ERL

Lyn Crompton (XYL WA3DSP)

30 Elinore Kolodnor (XYL WA3GTL)

MEMBERSHIP STATS

At press time P.M.R.C. has:

109 FULL PAID MEMBERS

11 FAMILY MEMBERS

2 YOUTH MEMBERS

1 HONORARY MEMBER

1 PENDING MEMBER

From the secretary

Board Meeting 10/7/15

The meeting was opened at 705 PM by WA3GM in attendance were WA3KIO, ND3B, KB2ERL, WU3I, W3STW, KB3IV and K3HWG.

KB3IV reported the treasury was doing fine. On the repeater front Ed reported the UHF was going to be installed soon. There were some lock(gate) issues at the repeater but all was solved with the application of a new lock and keys to the control OPs. Ed now has the phone number of the guy. (you know the "guy" everybody has a "guy")

Upcoming meeting programs are November Old Timers Nite (last year I was told I was one now SOB!) December Elections and January the Auction at the Hospital in Roxborough.

OLD BUSINESS

There were discussions on the Club Insurance More to follow as the League has changed carriers.

Elections are coming and there is always a need for new blood Please contact W3STW the Nomination Chair and Esteemed Judge of Elections.

We are in talks to update the website with something we can continually update ourselves. If this is your thing please contact a Board member to help out.

NEW BUSINESS

Scholarships for 2016 will number two. The usual W3IIM and one for N3VJE (WU3I's Son) N3SHM has revived the Jacket program and is making inquiries to vendors. If you are interested in a jacket please contact Jim N3SHM. Possibly Patches as well!

WA3KIO reminded us it was WRDV fund drive time again and the treasurer just happened to have a check with him.

K3HWG made a motion to adjourn at 7:57
WA3GM seconded at 7:57PM.

General Meeting 10/14/15

In the auspicious absence of WA3GM, W3AOK opened the meeting at 7:35PM. It was reported he was on a fact finding mission in Florida.(it wasn't even cold here)

The meeting was attended by 29 Members and 4 visitors WA3JZN Guy, N3FTZ Patrick, Mark Wallin and an unidentified guest of N3QV.

KB3IV mentioned that the treasury was doing fine. All Nets were doing fine and that I was to take off this month 10/25 for a new operator. Ed also mentioned the upcoming auction to be held at the Hospital in Roxborough. The Sellersville Hamfest was upcoming as well as the Covered Bridges Bike ride the same day.

Lt. Commander Thomas Knight USN Retired KC3BIW stopped by but was unable to stay for the meeting he was in his Scouting Uniform and Joined Phil-Mont and reminded of the upcoming JOTA weekend 10/17 and 10/18.

W3STW made a pitch for participants in the upcoming elections. Hurry and give him a call. N3SHM announced he is researching a source for Jackets and Patches. If you want to get on Jim's List for a jacket please contact him.

WU3I presented a program on the Rooster Net 3990.

Meeting closed 8:57PM.

de Steve, WU3I

The following radio amateur has applied for Philmont membership:

Thomas J Knight, KC3BIW
Dresher, PA 19025
General Class
Defense Contractor



WA3GM sent this to warm us all up

This just in from Bob, W3NE...
(a.k.a. our own living encyclopedia!)

THE B-24 HEAVY BOMBER



Black Cat commemorative stamp issued July 2005

Design of the B-24 Heavy Bomber began in late 1938 at Consolidated Aircraft Corp. as the result of a request for a second source for the Boeing B-17. Consolidated was almost ready to fly its Model 31 flying boat incorporating a new, highly efficient wing designed by David R. Davis. The long, slender Davis wing exhibited 20% lower drag than a conventional wing for higher maximum speed and longer range. A preliminary design for a long range heavy bomber based on Model 31 was approved by General H.H. "Hap" Arnold as an alternative to the relatively old B-17, of 1935. Final design of the new bomber was completed in the spring of 1939 and the first prototype XB-24 was flown that December.

The B-24 (named *Liberator* by the British) served as the Allies' Heavy Bomber on every front of the war. Extended range contributed by the Davis wing enabled non-stop transatlantic flights and sufficient range to conduct air attacks on U-boats in regions of the Atlantic where subs formerly were free to maraud Allied convoys. Daylight high altitude precision bombing raids on strategic targets deep within Germany were made possible by the B-24's advanced capabilities. Over 18,000 of the planes

were manufactured; 7000 were made in Ford's Willow Run Plant, where one B-24 was produced every hour. On-site air crews flew ground-tested B-24s right off the adjacent airfield!

For all its advantages, the B-24 was not without drawbacks. Its flying boat heritage endowed it with a deep fuselage prone to breaking up in hard landings or ditching at sea. Its shoulder wing did not offer crews the temporary survival platform at sea of the low-wing B-17. It had marginal capability in fully loaded takeoffs, and once airborne it could not land with a full load. The unheated, unpressurized fuselage was inhospitable to crews at high altitudes, where temperature could be 50 degrees below zero. The most serious fault of the B-24 lay in the difficulty of flying it, especially in tight formations – exactly the tactic for which it was intended! That was illustrated by the comment of a veteran crewman that, "You don't know what shit hittin' the fan means 'till you've seen a Liberator flip over on its side in the middle of a forty-plane formation." Once in trouble, recovery was difficult and if control couldn't be regained, escape from a B-24 was could be problematic. Those issues and loss from enemy action made the chance of survival by B-24 crewmen only 37% after three missions in early years of deployment, and 50% in later years. B-24 crews were the personification of The Greatest Generation!

THE LAST MISSION

Destinies in war

Bob Thomas, W3NE

This article has nothing to do with amateur radio; it is an account of special significance as we observe Veterans Day, on November 11th. It tells about the crew of a B-24 on the last strategic bombing mission of WW-II, and particularly about the radio operator on that fateful flight. This article is based entirely on information obtained from the book Wings of Morning¹ by Thomas Childers, Professor of History at the University of Pennsylvania.

U.S. Army Air Force officers and enlisted men received specialized training at facilities across the country to ready them for final assignments. Men qualified to join heavy bomber crews were sent to Westover Air Base in Massachusetts for B-24 training. Lieutenant Richard Farrington, a 20 year-old athletic man trained as a B-24 pilot, took command of a new crew at Westover. His copilot, another 20-year-old, was Jack Regan. Other officers in the crew were Christ Manners, bombardier; and Mel Rossman, navigator. Enlisted men assigned to Farrington were Harry Gregorian, nose gunner; Jerry Barrett flight engineer (top gunner during combat); Howard Goodner, radio operator; Jack Brennan, waist gunner; Al Seraydarian, tail gunner; and Bob Peterson, at 28 and the only married man, gunner in the ball turret extended below the fuselage.

Boarding a B-24 was an arduous task: Gregorian was the first to pull himself up inside the front wheel well to the nose gunner's cramped bubble. He was followed by bombardier Manners to his spot at the bombsight, and then navigator Rossman to cramped quarters with his small table and charts. The rest of the crew pulled themselves up through the bomb bay onto a 23"-wide girder over the bombs to the flight deck, Goodner to his radios, and gunners back to their stations. The crew went on long day and night combat simulations on cross country flights for their first 12 weeks. When not flying, pilot and copilot sharpened their flying skills in Link trainers while the rest of the crew studied for long hours and received intensive practical training from seasoned veterans. At the end of August 1944 Farrington and his crew received ten-day passes then shipped out to England.

The Farrington crew was assigned to 96th Combat Wing of the 787th Squadron, 466th Bomb Group, based at Air Station 120, near Attlebridge on the East Coast of England. Following a final week of ground training they began their first practice missions where each man honed the skills needed for combat. Then it was on to the Real Thing with the 466th on regular missions, beginning with an attack on a hardened fortress occupied by Germans in Metz, France. Dense cloud cover over Metz scrubbed that part of the mission so they continued

to a secondary target at Karlsthrue. The Luftwaffe's declining effectiveness near the end of the war caused a shift of German defense to massive concentrations of anti-aircraft installations around cities and strategic targets. As they approached Karlsthrue the B-24s entered a cloud of flak that pelted the planes, but without inflicting serious damage. They continued to fly through the flak for a successful bomb run before returning safely to Attlebridge. Several more successful missions followed with attacks on synthetic oil plants, aircraft factories, supply depots and railroad yards.

Farrington's crew acquired an excellent reputation with completion of each mission. After Christmas they were rewarded by promotion to "lead crew" by which would have expanded roles in navigating to, and precisely acquiring the target. It necessitated more training, addition of radar operator John Murphy and visual navigator George Noe to the crew. Jack Perella came on as navigator in the regular crew. Goodner would receive coded messages from HQ on his BC-348 and sending mission status on the Collins ART-13 Autotune transmitter. They were relieved of combat flying in January and February 1945 to practice new skills required of lead crews.

In March they returned to combat, leading the Third Squadron on successful raids over Germany, usually in terrible weather. Their luck changed on April 4 during a raid on a fighter base when No. 2 engine was hit by flak. Farrington feathered the prop but they were losing altitude and falling behind the squadron. He realized they could not make it back to England so, with a new heading from Perella, he changed their path to a U.S.-held field near Brussels. The crew returned to Attlebridge the next day and subsequently completed two more missions in three days. Dead tired and looking forward to 72-hour passes promised for the next day, the boys were thankful they would not have to participate in a mission scheduled for the following day to bomb a railroad bridge near Salzburg. Their euphoria changed to frustration when a lead crew scheduled for the raid contracted measles and Farrington's crew was re-assigned to take its place. They would not be flying lead in the mission, but would lead a nine-plane group in about the middle of the formation. The Command Pilot for the

mission, who would be flying with Farrington, was Lt. Col. Louis Wieser, a West Point graduate who had flown a full combat tour with distinction.

The morning of April 21 dawned with driving rain and zero visibility. Farrington's men dragged themselves aboard their B-24, *Black Cat*, everyone expecting the mission to be cancelled because of atrocious weather. That didn't happen, and at 0631 the first B-24 trundled down the runway. Farrington followed a few minutes later behind a plane he couldn't see to begin his twenty-third mission. Weather conditions had not improved as they approached their Salzburg target. Command pilot Wieser gave the order to abandon the attack, turn right and return to base. As Farrington banked the plane for the turn, Jack Perella shouted in disbelief, "Navigator to pilot: We can't make a right turn here; a right turn will take us over Regensburg!"

Everyone knew Regensburg was heavily protected by fearsome anti-aircraft batteries. Perella's warning was echoed on the command frequency by other navigators and radar operators until Wieser barked, "*I'm in command of this mission. We stay on this heading!*" And so the formation turned right. In a few minutes four puffs of flak appeared in the distance ahead. Then four more puffs, much closer. Next a thunderous concussion rumbled through *Black Cat*, physically tossing crewmen around in the plane. A sheet of flame erupted between engines 1 and 2, and an instant later the left wing folded between the engines and broke off, sending *Black Cat* into a flat spin. While Farrington fought sluggish controls, trying to stabilize the ship, Al Seraydarian escaped from the tail bubble, and grabbed his parachute, fighting centrifugal force created by the spin. That force pinned Christ Manners to the floor as he grabbed his chute and just made it out through the wheel well. As *Black Cat* spun downward toward earth, crews in other planes reported seeing two or three chutes open before it crashed in a plume of flame.

The country was overjoyed as victory approached. That made it all the worse when, on May 7th, the day before VE Day, families of the *Black Cat* crew began receiving terse war department telegrams informing them of their loved ones' death or MIA

status. Al Seraydarian and Christ Manners had escaped before the plane crashed and were held as POWs until liberated by American troops. They visited families of the lost crewmen but were unable to offer much information about the mysterious “third chute” that had buoyed families’ hopes their son or husband was on that chute and would return home someday. Those hopes gradually faded, leaving families of lost crewmen only memories and cherished letters from better days.

Thomas Childers was cleaning out his late mother’s house in 1995 when he came upon all 300 letters his uncle had sent home. Reading them sparked an urge in Childers to learn the true facts surrounding fates of the *Black Cat* and Howard Goodner. He examined archives of the 466th Bomb Group at Maxwell Field. A forensic examination of the crash site disclosed that two bodies were lying clear of the wreckage, intact but with numerous fractures of the skull and limbs. The impact of the bodies caused depressions several inches deep in the earth, leading to the supposition they had been thrown clear of the plummeting airplane without parachutes.

With some questions answered but many still shrouded in mystery Childers decided only a trip to the crash site in Germany and interviews with eyewitnesses would yield answers to satisfy his quest for closure. Among numerous eye witness accounts by residents of Scharmassing, the rural village where the plane went down, the most revealing was from a woman who was nineteen at the time of the crash. She vividly recalled going to the site shortly after the crash and seeing two bodies on the ground. She remembered that one was so strikingly handsome she could never forget his face. When Childers showed her a picture of the entire *Black Cat* crew with no comment, she pointed to Howard Goodner without hesitation, and murmured, “There he is.”

With Howard positively now positively identified and most other questions answered to his satisfaction, Professor Childers returned to his home near Philadelphia. *Wings of Morning*, the product of his dedicated research, brings all these events to life, memorializing the lives of the men who flew those hazardous daylight missions. As November 11 arrives again, this time seventy years after that

last mission, take a moment and think about the short lives of those gallant flyers.



Standing: Murphy (Radar), Perella (Navigator), Regan (Co-Pilot), Farrington (Pilot), Noe (Visual Navigator), Manners (Bombardier)



Black Cat in better days

REFERENCE

- ¹ Childers, Thomas. *Wings of Morning*. Jackson, Tenn: Perseus Books, 1995



Before internet dating...



Hmm... pondering the big questions



Social media '50s style

Askhole

- A person who constantly asks for your advice, yet always does the opposite of what you told them

Don't see this in my Funk & Wagnalls

November at Phil-Mont

1 Sun W3STW
DST Ends (Fall Back)
4 Wed Board Meeting
8 Sun WA3GM
11 Wed General Meeting
Veteran's Day
15 Sun KB3IV
19 Thurs VE Session
22 Sun NC3U
26 Thurs Thanksgiving Day
29 Sun N3QV

***Don't forget the ARES net on Sunday nights and
the Digital net on Tuesday nights.***

--... ..-- --... ..

For Sale

***1/8" (290#) & 3/16" (380#) Dark Olive Drab
Braided Cord · 100% Polyester/Dacron Knit
Braided. Nice stuff! Tough and long lasting · UV
Resistant and Low Stretch. Proudly Made in the
U.S.A.! Contact Steve WU3I at wu3i@arrl.net or
215-605-6074***

First Class Mail

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